



Transportation Improvement Board  
January 21-22, 2010 – Seattle, Washington 98188  
Location: Hilton Seattle Airport, Glacier Room  
17620 International Blvd  
(206) 244-4800

January 21, 2010  
WORK SESSION AGENDA

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<i>Project &amp; Program Issues</i>			
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Transportation Improvement Board  
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January 22, 2010 – 9:00 am  
BOARD AGENDA

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## **Consolidation/Budget Proposal**

January 21, 2010

### **BACKGROUND**

Governor Gregoire has proposed a number of changes to transportation agencies that would affect TIB. Under a bill request "Transferring several transportation – related boards to the department of transportation" the following are major changes for the board, staff, and agency:

- The Board would be a consultative or recommendation based rather than policy setting.
- The Board would meet as needed to provide recommendations or consultations to the department.
- In the proposed 2010 Supplemental Transportation Appropriations bill, the proposal is to make TIB a program under Highways and Local Programs (Program Z).
- The Executive Director would be reclassified as the Chief Administrative Officer with the appointment and salary at the discretion of the Secretary of Transportation.
- No other staffing changes are made during the Supplemental Budget period (July 1, 2010 – June 30, 2011).

### **STATUS**

Chair Partch has written a letter to Governor Gregoire (attached). There are two applicable bills; the Governor's proposed 2010 Transportation Budget, SB 6381, and the Board consolidation bill, which has not been introduced as of Jan. 13, 2010.

The staff has prepared talking points for board members if they are asked about the proposed consolidation of TIB with WSDOT. These points are provided on page 4 - 5 of the packet.



# Washington State Transportation Improvement Board

December 14, 2009

## TIB Members

Commissioner Greg Partch  
Chair, Whitman County

Mayor James Irish  
Vice Chair, City of La Center

Teresa Berntsen  
Office of Financial Management

Councilmember Jeanne Burbidge  
City of Federal Way

Todd Coleman, P.E.  
Port of Vancouver

Councilmember Sam Crawford  
Whatcom County

Kathleen Davis  
WSDOT

Mark Freiburger, P.E.  
City of Sedro-Woolley

Councilmember William Gothmann, P.E.  
City of Spokane Valley

Secretary Paula Hammond, P.E.  
WSDOT

Dick McKinley  
City of Tacoma

Dave Nelson  
Grant County

Heidi Stamm  
HS Public Affairs

Harold Taniguchi  
King County Metro Transit

Steve Thomsen, P.E.  
Snohomish County

John Vodopich  
City of Bonney Lake

Jay Weber  
County Road Administration Board

Ralph Wessels, P.E.  
Bicycle Alliance of Washington

Commissioner Mike Wilson  
Grays Harbor County

Stevan Gorcester  
Executive Director

P.O. Box 40901  
Olympia, WA 98504-0901  
Phone: 360-586-1140  
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www.tib.wa.gov

Governor Chris Gregoire  
Office of the Governor  
P O Box 40002  
Olympia, WA 98504-0002

Dear Governor Gregoire:

I appreciate the difficult position you are facing with the state budget. From my own local perspective, as a Commissioner in Whitman County, I deeply respect and appreciate the difficult decisions you must make. I applaud you for questioning how critical each service is to the well being of the state. As Chairman of the Transportation Improvement Board (TIB), I want to assure you we share your desire for efficiency and accountability as well.

I know you are aware of our national award winning TIB GMAP Dashboard, which provides real-time accountability for all aspects of TIB business ([www.tib.wa.gov/performance/dashboard](http://www.tib.wa.gov/performance/dashboard)). We are very proud that our small staff of 12 could create such a useful tool in-house and at a very low cost. After placing the Dashboard on our public website in 2007, the TIB became a national model for accountability in government programs. I do not believe this would have been possible under a larger, more structured program such as WSDOT. Washington has an outstanding Department of Transportation, but larger government organizations seldom allow for this type of creativity.

I would like to share with you several reasons to support an independent TIB:

**Cost Effectiveness:** Saving scarce transportation dollars has never been more vital. TIB spends less than 1.5 percent of its budget on administration. Joining a large agency would mean new internal funding and overhead charges.

**Perspective:** We have only one line of business and are not distracted by the vast mission of operating and improving the state highway system.

**Accountability:** The national technology press says, "*Miracles Happen: A transparent government dashboard.*" (<http://blogs.zdnet.com/projectfailures/?p=788>)

**Proven Success:** The TIB has reduced delayed project inventory 80 percent since 2001. Current accounts payable turnaround averages 20 days even with an historic revenue downturn.

**No Conflict of Interest:** Local agencies may perceive a conflict of interest in allocating TIB funds to state highways, whether or not an actual conflict exists.



**Customer Satisfaction:** Local agencies appreciate our customer focus, accessibility and responsiveness.

*Local agencies "just sing your praises...your overall department and you (Director Gorcester) personally. It was consistent, I'd go to different locations in Eastern Washington and I didn't bring up the subject, I didn't know who you were, but they did and they were very complimentary."*

*Rep. Frank Chopp, Speaker of the House  
Audit Review and Oversight Committee, November 18, 2009*

**Nationally Recognized:** The TIB is an award-winning program:

- Award for Excellence in Government Finance
- Innovations Award from the Council of State Governments.
- Washington State Quality Award
- Top 25 Technology Leaders in Government, *Government Technology Magazine*

I have great respect for WSDOT and I would trust Secretary Hammond to run the TIB programs well. However, these compelling reasons clarify why I support TIB being an independent agency.

Sincerely,



Commissioner Greg Partch, TIB Chair  
Whitman County

Enclosures

cc: Senator Mary Margaret Haugen, Senate Transportation Committee Chair  
Representative Judy Clibborn, House Transportation Committee Chair  
Board Members of the Transportation Improvement Board  
Stevan Gorcester, Executive Director, Transportation Improvement Board

## TIB Consolidation Talking Points

**In Summary:** TIB is successful, cost efficient and accountable.

### **Cost Efficiency:**

- TIB spends less than 1.5 percent of its budget on administration.
- Joining a large agency would mean new internal fund and overhead charges.
- A similar board in another department pays \$400,000 in indirect (non-specific) charges and additional internal charges on nearly every centralized service like computers, phones, salaries and space.

### **Perspective:**

- We have only one line of business and are able to tend to that without other distractions.
- TIB has proven its ability to properly control a large inventory of local projects.
- TIB's ability to focus on street condition in small towns is unimpeded by "mega-projects."

### **Proven Success:**

- The TIB has reduced delayed project inventory 80 percent since 2001.
- Current accounts payable turnaround averages 20 days and has not faltered even with an historic revenue downturn.
- TIB turned around the long-standing slide in small city street condition by reengineering delivery of state services.
- TIB influenced the decision of the federal government to initiate the Open Government Dashboard project.

### **Accountability:**

- TIB is a national model for accountability.
- TIB is one of only five state agencies to win the Washington State Quality Award since 1994.
- TIB reduced staff 25 percent from 2003 to 2005 in response to reduced revenue and workload.
- The national technology press says, "*Miracles Happen: A transparent government dashboard.*" (<http://blogs.zdnet.com/projectfailures/?p=788>)

### **Customer Satisfaction:**

- Local agencies appreciate our customer focus, accessibility, responsiveness, and efficiency.
- TIB receives 94 percent approval ratings from local agency customers.
- House Speaker Frank Chopp discovered TIB's high approval rating while on a tour of local agencies.

*Local agencies "just sing your praises...your overall department and you (Director Gorcester) personally. It was consistent, I'd go to different locations in Eastern Washington and I didn't bring up the subject, I didn't know who you were, but they did and they were very complimentary."*

*Rep. Frank Chopp, Speaker of the House  
Audit Review and Oversight Committee, November 18, 2009*

**No Conflict of Interest:**

- Local agencies may perceive a conflict of interest in allocating TIB funds to state highways, whether or not an actual conflict exists.
- TIB focuses primarily on local arterials, but also funds state highway projects needed by local communities.
- Most TIB state highway projects would not be prioritized for WSDOT funding because the need is generated by local rather than statewide concerns, for example, to support a downtown revitalization program.

**Nationally Recognized:** The TIB is an award-winning program:

- Award for Excellence in Government Finance
- Innovations Award from the Council of State Governments.
- Washington State Quality Award
- Top 25 Technology Leaders in Government, *Government Technology Magazine*

**Transportation Improvement Board  
November 20, 2009  
Kitsap Conference Center  
Bremerton, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Commissioner Greg Partch, Chair  
Mayor James Irish, Vice Chair  
Councilmember Jeanne Burbidge  
Mr. Todd Coleman  
Councilmember Sam Crawford  
Ms. Kathleen Davis  
Mr. Mark Freiburger  
Councilmember Bill Gothmann

Mr. Dick McKinley  
Ms. Heidi Stamm  
Mr. Harold Taniguchi  
Mr. Steve Thomsen  
Mr. John Vodopich  
Mr. Ralph Wessels  
Commissioner Mike Wilson

**TIB STAFF**

Steve Gorcester  
Greg Armstrong  
Rhonda Reinke  
Theresa Anderson  
Eileen Bushman/recorder

**TIB BOARD MEMBERS NOT PRESENT**

Mr. Dave Nelson  
Secretary Paula Hammond  
Mr. Jay Weber

**CALL TO ORDER**

Chair Partch called the meeting to order at 9:14 am.

**GENERAL MATTERS**

**A. Approval of September 25, 2009 Minutes**

**MOTION:** It was moved by Mr. McKinley with a second from Mayor Irish to approve the minutes of the September 25, 2009 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the articles and letters in the board packet. He specifically brought their attention to an article in the *Columbian* regarding the funding shortfall and right-of-way issues with Washougal's "E" Street project and an article in the *Kitsap Sun* about the project delay on Winslow Way due to a lawsuit over the sewer treatment plant upgrade. He also mentioned a letter from the City of Wenatchee congratulating the TIB on recent awards from WSQA and GFOA.

**NON-ACTION ITEMS**

- A. Chair's Report** – Chair Partch updated the Board on membership. Governor appointee Jill Satran was reassigned and has been replaced by Teresa Berntsen, Executive Policy Advisor for OFM. Doreen Marchione, special needs representative, was elected to Kirkland City Council making her ineligible to remain a TIB member. TIB staff is in the process of advertising for her replacement.

- B. Executive Director's Report** – Steve Gorcester reported on the following:

**Audit** – The State Auditor's Office began their standard two-year audit.

**SB 5560** – This bill was signed into law during the 2009 legislative session and sets statewide goals to reduce greenhouse gas emissions. Local customers that do not have a plan in place reducing greenhouse gas emissions may not be able to receive funding from TIB. The TIB sustainability criteria covers this issue, but may need to be modified slightly to meet the goals listed in SB 5560. However, these criteria are not part of the small city selection process because they are not relevant to small cities. In its current language, SB 5560 does not differentiate between urban cities and small cities. Small cities will need considerable technical assistance to meet planning requirements for greenhouse gas emissions reduction. Steve has scheduled meetings with the Transportation Committee chairs and the Capital Budget Committee chair to keep them apprised of what TIB is already doing regarding this issue.

**Legislative Update** – At the request of the House Audit Review & Oversight Committee, Steve gave a presentation on TIB's performance efforts and experience in applying for the Washington State Quality Award.

**Department of Commerce** – The Department of Commerce (formerly the Department of Community Trade and Economic Development) is considering different strategies for reorganization. One of the strategies under consideration is creating an infrastructure division within Commerce that would include CRAB, TIB, and FMSIB. TIB staff is currently analyzing this proposal.

It was the consensus of the Board that this merger would not be in the best interest of TIB customers. If necessary, the Board would assist in efforts to respond to this proposal.

#### **Project Issues**

- City of Richland: Keene Road – The city has asked for a \$3 million increase from TIB because the city does not have the match. They were told that we have no funds available.
- City of Washougal: E Street – This project is currently at a standstill due to a \$2 million shortfall. In the next two weeks, the city will decide if they can move forward.
- City of Montesano: Main Street – The city has withdrawn this project because they were unable to provide the match.

The Board had a brief discussion about the difficulty agencies have moving projects forward due to lack of match. It was suggested that criteria points might be offered as an incentive to withdraw the project if the agency does not have the match. The Board asked that staff work on developing these criteria and bring it back to the Board for review in the near future.

#### **C. Financial Report**

Theresa Anderson reported that the TIA balance is below \$2 million. Accounts payable for TIA are \$2.5 million. UATA has a higher balance of \$8 million, with accounts payable at \$3.5 million. The November revenue forecast lost only \$1.5 million, which was a smaller reduction than the June forecast. We have still been consistent with lowering the remaining obligation, reducing it from \$360 million in December 2008 to the current commitment of \$226 million.

The Board realizes the difficulty in continuing to improve communities while losing revenue. Current grants are the same size as they were in 1990; however, the cost of a project has increased considerably. Part of a long-term strategy might be to ask the Legislature for additional revenue to help achieve TIB's mission and help local agencies achieve their goals.

#### **D. Project Activity Report**

Greg Armstrong reported that there were 52 project actions during September and October, with the majority of those as closeouts. There were no increases during this reporting period. However, there were six projects that resulted in a surplus, with Seattle Spokane Street returning \$1.8 million. The City of Fife withdrew the remainder of their design funds on the 20<sup>th</sup> Street East project for a surplus of \$53,591.

During this reporting period, there was a total decrease in TIB obligations of \$2,890,280.

### **ACTION ITEMS**

- A. Contingency Project Restoration Procedure** – TIB staff developed a four-step contingency restoration procedure to ensure orderly consideration when restoring projects to full funding and presented this to the Board. To qualify for restoration, a project must be bid-ready and TIB must have sufficient cash flow to accommodate the demand for funds while maintaining its financial performance targets. After a lengthy discussion, Board members agreed that the onus needs to be placed on the local agency to be bid-ready, rather than a constant monitoring by TIB staff.

**MOTION:** It was moved by Mr. Coleman with a second from Councilmember Crawford to approve the contingency restoration procedures with the following modifications:

Step 1: Change "Staff confirms project readiness" to "The agency certifies project readiness."

- Step 3b: Delete the word "with" (" . . . must be made with sufficiently. . ."). Sentence should read "The request must be made sufficiently in advance of the board packet due date to allow staff to complete analysis of the revenue stream and project readiness."
- Step 3c: Change "Staff completes a readiness assessment, including a meeting with the agency to verify that all conditions are met" to "Staff confirms readiness, including a meeting with the agency to verify that all conditions are met."
- Step 4: A new Step 4 is added and re-numbers the original Step 4 to Step 5. The new Step 4 states, "The project shall move to bid within 60 days and to construction within 120 days of Board restoration. Projects failing to meet the schedule for bid phase shall be suspended by the Board and moved back to the contingency list."

Motion carried unanimously.

#### **FUTURE MEETINGS**

The next meeting is scheduled for January 21-22, 2010 in SeaTac. This meeting will include a tour of the Sound Transit Light Rail. Meeting notices will be sent out on December 31, 2009.

#### **ADJOURNMENT**

The meeting adjourned at 11:04 am.

## Story Archives

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GO!

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TDI -- Features  
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- 07.03.07 -- Status  
Seekers: In Tacoma,  
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to creating historic  
districts
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History: A father-and-  
son team puts heritage  
trolleys back on city  
streets
- 05.31.07 -- Tacoma  
Streetcar: End of the  
line, 130 miles north
- 05.09.07 -- State award  
for Index's historic  
preservation coverage
- 04.19.07 -- BIA Bike  
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wheels) on the street
- 03.21.07 -- Mightier  
Than Swords:  
Tacoma's political  
cartoonists
- 01.17.07 -- Streetcar  
Desires
- 12.27.06 -- The Dead  
Zone: Critics say two  
crumbling downtown  
garages kill the city's  
energy
- 12.12.06 -- Putting  
History in the City's  
Future: An interview  
with Reuben McKnight
- 11.21.06 -- History  
Makers: Tacoma's  
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scene
- 01.31.08 -- Citizens  
group turns its  
attention toward Port  
of Tacoma
- 10.05.06 -- Hall  
Monitors: A growing  
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focuses its attention on  
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- 10.02.06 -- Former  
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tunes into Winthrop's  
future
- 07.20.06 -- One  
Downtown, Two  
Different Pictures

## Tacoma Blogs

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## When In Tacoma . . .

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BACK

SEND TO A FRIEND

FEEDBACK

Ribbon-cutting officially opens 94th Avenue  
East

Nov 16 2009

Upgrades to 94th Avenue East between 116th and 136th streets on South Hill were celebrated at a Nov. 12 ribbon-cutting ceremony.

"This project provides reduced congestion, improved safety, corridor connection and environmental benefits," said Public Works and Utilities Director Brian Ziegler, "all of which make Pierce County a better place to live."



(PHOTO COURTESY PIERCE COUNTY)

Stevan Gorcester of the Transportation Improvement Board (left), District 3 County Councilmember Roger Bush, and Public Works and Utilities Director Brian Ziegler cut the ribbon on the 94th Avenue East improvement project.

The project widened approximately 1.5 miles of 94th Avenue East, which runs parallel to Meridian. In addition to expanding the road from two lanes to five, other new features include street lights, sidewalks, two new traffic signals, and new storm drainage and treatment.

The road opened to traffic earlier this fall, but the official dedication was not held until after county budget hearings concluded. Ziegler, District 3 County Councilmember Roger Bush and Stevan Gorcester of the Transportation Improvement Board cut the ceremonial ribbon.

Gorcester also presented the county with a plaque marking completion of the four-year project. The Transportation Improvement Board contributed \$4 million of the \$7.8 million project cost and is a contributing partner to the city of Puyallup's project to the north on the same corridor.

Puyallup also contributed \$500,000 to extend their gravity sewer line within the project limits.

Ceccanti, Inc. was the construction contractor. Its winning bid was \$2 million lower than the county engineers' estimate of \$9.87 million.

"On behalf of the residents of South Hill, Frederickson, Graham, Spanaway, Eatonville and the Orting Valley," Bush said, "we thank the department for this long-sought congestion relief."

## Bainbridge Council to Push Winslow Way Project Back to 2011

By Tristan Baurick

Originally published 06:30 p.m., November 18, 2009

Updated 06:30 p.m., November 18, 2009

### BAINBRIDGE ISLAND —

The City Council on Wednesday voted to push the Winslow Way reconstruction back a year, allowing the city time to grapple with the lawsuit blocking a portion of the project's funding.

"This is a significant loss for the city," said Councilwoman Darlene Kordonowy, a former mayor who led efforts over several years to develop the utility repair and street resurfacing project.

A lawsuit brought by the Bainbridge Ratepayers Alliance is preventing the city from borrowing money to fund about \$1 million of the project's \$10 million budget. With settlement talks stagnant, the council decided the project wasn't likely to go forward as scheduled.

"The ratepayers alliance has handcuffed the city and prevented us from doing an essential service that's been talked about for two decades," Kordonowy said.

The city now plans to break ground in the spring of 2011.

Worries that the delay may cause the city to lose nearly half the project's budget were eased this week when a state granting agency agreed to give the city a one-year extension on its \$2 million grant. The federal government's \$2.2 million contribution will "probably" be extended, although the a firm agreement has not yet been reached, Mayor Chris Snow said.

Plans to possibly break the project into two parts, using available funds to pay for the first phase and loans and other funding sources for a second phase, were roundly criticized by Winslow business owners. The plan, they said, would prolong the project's disruption and likely cause some businesses to fail.

"We didn't want to break this into two phases because that would wreck our merchants," Snow said. "With the uncertainties and the challenges on our plate, postponing until 2011 seemed like the best thing to do, and what business owners wanted us to do."



Alliance member Sally Adams said the city could have avoided the delay by agreeing to the terms in the alliance's lawsuit. The lawsuit targets the Winslow sewer treatment upgrade, charging that the city uses Winslow utility ratepayer funds for projects that don't directly benefit all ratepayers, including the Winslow Way project. Adams said the Winslow Way funding should depend less on Winslow utility funds and more on Winslow Way property owners or a wider base of island taxpayers.

"The lawsuit is about who pays for Winslow Way rather than if it should go forward," Adams said, adding that she's not opposed to the project's goals.

"We want this to be over for the community at large, and for Winslow Way to get the funding it needs."



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## **Washougal's E Street project may be in trouble**

**New mayor, councilman want to alter downtown plan**

By Marissa Harshman

Columbian staff writer

A new mayor and city councilman may prove to be enough of a leadership change to shift the direction of the proposed E Street "road-diet" project in Washougal.

Mayor-elect Sean Guard and Councilman-elect Dave Shoemaker have both spoken out against a plan to reduce the number of lanes on the arterial and replace a traffic signal with a roundabout. And come January, they will replace two proponents of the project, former Mayor Stacey Sellers and Councilman Lou Peterson.

Several times in the past, the council voted 4-3 in favor of various components of the project. But in the new year, Peterson's "yay" vote will likely be replaced with a "nay" vote from Shoemaker, shifting the majority from favoring the project to opposing it.

"This vote on Tuesday (Nov. 3) was not only a referendum on Stacey, it was a clear message from the citizens of Washougal that they do not want this E Street project passed," said Councilman Jon Russell, who has voiced opposition to the project.

The proposed \$8.9 million project would reduce the four-lane road to two lanes and a center left-turn lane. The project also calls for a roundabout with yield signs to replace the traffic signal at E Street and Washougal River Road. The project is designed to improve vehicle, pedestrian and bicycle safety on the thoroughfare and ease traffic backups at the busy intersection.

One hurdle both project proponents and opponents acknowledge is the funding shortfall. The city has already secured \$4.95 million in federal and state transportation, clean air and safety grants. The city is kicking in \$2 million from city traffic impact fees and water system improvement funds, but the project still has a financial gap that needs filling.

"We still have a \$2 million shortfall and that alarms me," Councilwoman Molly Coston said. Coston, who has voted in favor of the project in the past, said she is still a proponent of the project.

Some of the funding was granted to the city for specific uses. If the council does decide to take the project in a new direction, or kill it, the city would have to return some of the money. To date, about \$1.1 million has been spent on design and engineering fees, Guard said. Most of that money has come from the city's contribution and not from grants.

But Guard and Russell argue just because the city has already incurred costs does not mean the council should move forward.

"We will have to pay back some of the money to the people who gave it to us," Russell said, but in the end the city will save by not "moving forward with a project we don't have the money to finish."

While everyone seems to agree that E Street needs improvement, the council seems divided on how best to tackle the problem. Shoemaker questions whether the proposed project would even provide any benefit and would like to see the project shelved for a year and then re-evaluated.

"One, we can't afford it, and two, the benefit is minimal and may even be nonexistent," Shoemaker said.

### **Roundabout**

One element of the proposed project that seems to have drawn a fair amount of criticism is the roundabout.

Councilman Paul Greenlee said the roundabout is the best way to keep traffic from backing up. Upgrades on state Highway 14 will eliminate a couple of traffic lights in Camas and Washougal and prohibit access to side streets. Those changes will push more traffic to the Washougal River Road-E Street intersection, Greenlee said. A light would only slow down the flow of traffic, he said.

"The reason that a roundabout makes sense is because it keeps traffic moving," he said.

Shoemaker worries the roundabout would lead to more traffic collisions. Shoemaker said he looked through accident reports at the intersection during the past two years and found only one collision. That, he said, is not reason enough to build a roundabout.

"I think they're a source of accidents based on confusion about right of way," Shoemaker said. "And I just don't think they're a very good solution."

Russell said an easier solution is to synchronize the light to keep traffic flowing and reduce the wait times.

### **Road diet**

The project's other lightning-rod issue is the road diet.

Greenlee said the flow of traffic into and out of E Street businesses would be improved by the three-lane system.

"It seems counterintuitive for some people to see four lanes go to three, but they're not traffic engineers," Greenlee said.

Coston said the dedicated turn lane will make turning into businesses safer. The turn lane means people can stop and wait for traffic to clear without fear of being rear-ended by other motorists, she said.

"Realistically, I think if we want to develop E Street as a business corridor, then the inability to safely turn left is a huge detriment," Coston said.

Guard agreed that the road needs work in order to become a business destination but doesn't see reducing the number of lanes as a solution.

The one goal everyone seems to agree upon is the need for continuous sidewalks and a safe crossing for children heading to Hathaway Elementary.

### **Re-evaluation**

The city council is planning a workshop with the city's staff, contractors and engineers to re-evaluate the proposed project. The workshop will give council members the opportunity to ask questions about how far along the project is, how the money has been spent and other ways the grants can be used, Guard said.

A date for the meeting hasn't been set yet. In the meantime, Coston said the council is in waiting mode.

"We are actually at a very good point to stop, re-evaluate and maybe take a month or so and take a look at the entire scope of the project and decide what to do," she said.

That decision would fall into one of three categories: move forward with the proposed project, kill it, or modify it to address the most pressing issues. And, in the end, Coston is confident the council will be able to come to a consensus.

"I think we'll be able to make a collective decision that is best for these times," Coston said.

Marissa Harshman: 360-735-4546 or [marissa.harshman@columbian.com](mailto:marissa.harshman@columbian.com).

## North Bend to improve wheelchair ramps

December 16, 2009

By Tara Ballenger



For North Bend resident Charlotte Esch, getting downtown means navigating the city's wheelchair curb ramps, many of which do not comply with ADA guidelines. (Photo by Tara Ballenger)

When Charlotte Esch has a sweet tooth, she likes to satisfy it at George's Bakery & Deli.

But while the little shop on West North Bend Way is the perfect place to sink her teeth into doughnuts, sticky buns and myriad pastries, getting to the heavenly treats from her apartment on

Main Avenue in her wheel chair can be challenging because of the city center's outdated curb ramps.

In 2010, North Bend will be updating many of its ramps in the downtown area. The city appropriated just over \$32,000 in next year's budget to improve curb ramps in the downtown core.

"They're pretty old," said Public Works Director Ron Garrow of the existing ramps. "Many may not have a landing or side slopes or they are too steep or not textured."

The city's money will be added to more than \$182,000 from the Transportation Improvement Board, a state agency that grants funds for improvements to small cities and urban areas.

Depending on the bids for construction, the \$214,000 will pay for both replacing 19 curbs that don't comply with Americans with Disabilities Act guidelines and installing 11 new ramps at curbs.

The installations will take place between Sydney and Ballarat Avenue North to its east, as well as between Park Street and Fourth Street to its north. Bendigo Boulevard will not be included in the upgrades because it is a state highway, Garrow said.

Esch, who has been wheelchair-bound since a motorcycle accident 33 years ago, said she hopes the curb right across from her home at the corner of Main Avenue and Park Street is among those being fixed.

"I won't even attempt it," said Esch of the steep ramp. "It's a ski lift!"

Esch said she called the city about the ramp's poor condition. According to Garrow, she's not the only one to voice concern. Two or three people call each year to complain about various ramps around town, he said.

"We tell them that (repairs to ramps) are on our plan, so they know that they aren't being forgotten," Garrow said.

According to David Lord, director of the nonprofit advocacy group Disability Rights Washington, many municipalities struggle with becoming ADA compliant.

"The ADA requirements were supposed to be compliant years ago, but it often takes years for cities to put aside the money to get wheel chair ramps," Lord said.

Getting city property into compliance is usually a matter of working with governments to increase accessibility in cities, not taking legal action, he said.

Marsha Quinn, pediatric therapist for Encompass and the mother of a special needs child, said a truly accessible city is important to the disabled children she serves and their families.

"Once children get older, they need to have that independence," Quinn said. "They want to go to restaurants or the grocery store. If they can't transport themselves, they can't have that independence."

Esch said that she loves living near downtown North Bend and hopes that the improvements to some of the ramps will let her enjoy it more often.

"It's a quaint place. I came into town the other night and saw all the shops had Christmas lights up. I was so impressed with little North Bend and all its little lights," Esch said. "But if the curb cuts were more accessible, it'd be easier for me and people to go see it."

*Tara Ballenger: 392-6434 ext. 248 or [tballenger@snovalleystar.com](mailto:tballenger@snovalleystar.com).*

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Published December 17, 2009

## Roll up the pavement: Gravel is making a comeback

CLARKE CANFIELD

Ever since the invention of the automobile, paved roads have meant progress. Now some cash-strapped towns and counties are finding progress too expensive, and they are tearing up battered roads and putting down gravel.

The high price of pavement and the sour economy have driven municipalities in states such as Michigan, Pennsylvania, Indiana and Vermont to roll up the asphalt - a mile here, a few miles there, mostly on back roads - rather than repave.

Some drivers don't like it and warn of danger ahead, including mud, dust and damage to their cars.

"It kind of looks like we're going a step back rather than a step forward," admitted Randy Stearns, who heads the road commission in Montcalm County, Mich., which this year turned more than 10 miles of pavement into gravel.

But supporters say that gravel roads are cheaper to maintain and can be just fine in lightly traveled parts of the countryside.

Besides, to some people, dirt roads recall a simpler time when life was slower and folks knew their neighbors.

"Do we really need to keep getting fancier? This is also about quality of life," said Richard Beal, a selectman in the town of Cranberry Isles, Maine, population 118, which got its first paved roads in 1960s but is considering ripping some of them up rather than spend the \$500,000 or so he said is needed next year to fix them.

The U.S. has more than 1.4 million miles of unpaved public roads, according to the Transportation Department.

Paved roads are particularly susceptible to deterioration in cold-weather states, where they take a beating from freeze-and-thaw cycles and road salt. Ultimately, potholes, cracks and heaves can make a paved road dangerous to both car and driver.

The idea of turning a beat-up road into gravel isn't totally new. But with tax revenue plunging off a cliff because of the economy and asphalt prices doubling over the past three years to \$400 a ton, rural towns are increasingly looking at gravel.

States have gotten federal stimulus dollars for roads and bridges, but local municipalities have, for the most part, been left in the dust.

In Michigan, more than 50 miles of paved county roads have been converted to gravel in the past few years, according to the County Road Association of Michigan. Most of those roads are lightly traveled, but this year one county turned a 10-mile stretch of primary road into gravel for lack of money, said association spokeswoman Monica Ware.

"Michigan's funding situation has been dire for years, and now it's gotten critical," Ware said.

David Speicher of Bangor, Mich., led a successful petition drive to prevent his road from being torn up. He said gravel roads tend to beat up cars, and the dust in the summer would make it impossible for him to hang his clothes outside to dry.

The road also would be impassable in the wet spring and fall, he said.

"We wouldn't have been able to go anywhere because the muck wouldn't have been able to hold our cars up," he said.

Pavement and gravel both have environmental drawbacks. Paved roads require more salt and de-icing chemicals, and asphalt, which is derived from petroleum, releases volatile substances into storm runoff. Near gravel roads, sediment runoff is a major polluter of streams, and the dust can hurt vegetation.

Joel Garreau, an author who writes about technology and culture, said Americans want modern conveniences but also like to romanticize the past. He said they might enjoy driving on horse-and-buggy roads in a car with GPS and other gizmos.

"They want to merge the 21st century with the 18th century, and it's that combination that seems to resonate," said Garreau, who lives on a gravel road in Virginia.





# DAILY JOURNAL OF COMMERCE

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## Construction

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December 23, 2009

### AGC says construction costs are rising again

By JOURNAL STAFF

AGC of America said yesterday that construction costs are on their way back up.

New federal data show sharp increases in the prices of key construction materials such as diesel, copper and brass mill shapes. The information comes from the November producer price index report from the Bureau of Labor Statistics.

"Public agencies and private owners contemplating construction projects should treat today's figures as a warning shot," said Ken Simonson, the association's chief economist. "Prices for many materials have stopped falling and are poised for increases."

Simonson noted that the producer price index for "inputs to construction industries," a weighted average of all materials used by contractors, had fallen 2.3 percent over the past 12 months but was flat over the past three months and rose 0.6 percent from October to November alone.

He said there have been significant one- and three-month increases in the price indexes for diesel, copper and brass mill shapes, steel mill products and insulation materials.

"All of these items had dropped in price compared to a year ago but the declines have bottomed out or reserved," Simonson said. "More increases are likely soon, as the dollar loses value and construction picks up in key foreign markets."

Major steel mills have already announced January price increases for construction products, Simonson said. He cautioned owners who have been holding back in the hope of getting lower prices to go ahead with projects now, while materials costs are low and skilled contractors are plentiful.

"There could be major price spikes and fewer contractors bidding on projects over the next few months," he said.

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City of  
**Kettle Falls**  
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City Superintendent

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Police Department

December 4, 2009

Steve Gorcester  
Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

Dear Mr. Gorcester;

On behalf of the City of Kettle Falls, we would like to present to you a **Certificate of Appreciation** for the Hwy 395 Sidewalk Project. What was once a sea of asphalt and an open road for truck traffic is now a manicured pedestrian walkway. The sidewalks dramatically change the look and feel of the town. It brings much pleasure to those involved to watch families using the new sidewalks safely with children by their sides.

We appreciate all the work and time that you, Gloria Bennett and the rest of the Transportation Improvement Board has committed to our small community. You have been a great partner in this project and we look forward to working with you in the future as we continue our sidewalk project on the north half of this corridor.

Sincerely

  
Ray Smith  
Mayor



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2009 to 12/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SCAP Program</b>							
6-E-934(004)-1	BINGEN	Maple Street	Audit	CC FV AD	742,061	0	Director
6-P-800(001)-1	BLACK DIAMOND	Railroad Avenue	Construction	CN	967,943	0	Director
6-W-955(008)-1	ELMA	Harding Road Slide Repair	Audit	FV AD	90,487	0	Director
6-E-910(003)-1	FARMINGTON	Third Street	Audit	CC FV AD	823,850	35,959	Director
6-E-931(003)-1	KITTITAS	Main Street	Contract Completion	CC	1,098,406	0	Director
6-W-834(004)-1	LA CONNER	Washington Street/2nd Street	Contract Completion	CC	364,036	19,836	Director
6-W-957(005)-1	MONTESANO	Main Street - Phase 2	Withdrawn	WD	0	-500,000	Director
6-E-898(003)-1	ROCKFORD	Emma Street	Contract Completion	CC	459,205	72,959	Director
6-972(005)-1	SOUTH BEND	First Street	Audit	CC FV AD	574,182	38,952	Director
6-977(002)-1	TENINO	Central Avenue	Contract Completion	CC	543,775	5,976	Director
6-965(001)-1	TOLEDO	Cowlitz Street	Audit	CC FV AD	287,835	2,877	Director
6-886(005)-1	TWISP	2nd Avenue	Audit	CC AD	130,582	-25,281	Director
6-960(002)-1	WESTPORT	Westhaven Drive	Construction	CN	799,049	0	Director
<b>Total SCAP Change</b>						<b>-348,722</b>	
<b>SCPP Program</b>							
2-P-119(001)-1	ALGONA	FY 2009 Overlay Project	Audit	CC FV AD	109,290	0	Director
2-E-847(001)-1	CASHMERE	FY 2009 Overlay Project	Audit	CC FV AD	105,605	0	Director
2-E-878(001)-1	COULEE DAM	FY 2009 Sidewalk Maintenance Project	Contract Completion	CC	91,351	-6,526	Director
2-E-888(002)-1	CUSICK	FY 2009 Overlay Project	Contract Completion	CC	95,770	-988	Director
2-W-825(001)-1	FORKS	FY 2009 Overlay Project	Audit	CC FV AD	113,153	-6,830	Director
2-E-862(002)-2	MATTAWA	FY 2010 Government Way Chip Seal	Audit	CC FV AD	20,845	-34,155	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2009 to 12/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-956(002)-1	MCCLEARY	FY 2009 Sidewalk Maintenance Project	Bid Award	BA	92,037	0	Director
2-E-905(001)-1	NORTHPORT	FY 2009 Seal Coat Project	Audit	FV AD	55,348	0	Director
2-E-932(001)-1	ROSLYN	FY 2009 Maintenance Project	Contract Completion	CC	60,998	28	Director
2-E-854(002)-1	WATERVILLE	FY 2009 Overlay Project	Contract Completion	CC	62,160	0	Director
2-W-951(002)-1	YACOLT	FY 2009 Seal Coat Project	Audit	FV AD	50,530	0	Director
Total SCLPP Change					-48,471		
SP Program							
105(P01)-1	AUBURN	A Street SE	Contract Completion	CC	68,000	0	Director
811(P02)-1	EATONVILLE	Rainier Avenue	Contract Completion	CC	110,950	-4,113	Director
849(P01)-1	ENTIAI	Olin, Ave, Kinzel Street, Cammack Street, Entiat Way & SR 97A	Contract Completion	CC	195,900	-798	Director
143(P01)-1	MARYSVILLE	47th Avenue NE	Bid Award	BA	167,302	-32,698	Director
956(P06)-1	MCCLEARY	Simpson Avenue	Bid Award	BA	94,489	0	Director
804(P07)-1	NORTH BEND	Orchard Street	Contract Completion	CC	132,615	0	Director
P-W-034(P01)-1	THURSTON COUNTY	Martin Way E	Audit	CC FV AD	99,708	0	Director
P-W-965(P03)-1	TOLEDO	Cowlitz, 2nd St and 3rd St	Audit	CC FV AD	103,978	1,006	Director
Total SP Change					-36,603		
UAP Program							
8-4-003(003)-1	BENTON COUNTY	I-82 Interlie Completion	Audit	CC FV AD	3,079,650	0	Director
8-1-143(006)-1	MARYSVILLE	Ingraham Blvd	Bid Award	CN BA	982,737	-1,017,263	Director
8-1-132(003)-1	MILTON	Milton Way	Bid Award	CN BA	1,330,406	0	Director
8-1-200(002)-1	NEWCASTLE	Coal Creek Pkwy, Phase 2	Contract Completion	CC	19,603,947	0	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2009 to 12/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-2-157(010)-1	OAK HARBOR	N Oak Harbor Street	Construction	CN	1,300,001	0	Director
8-1-202(004)-1	SHORELINE	Aurora Avenue N (SR-99)	Bid Award	BA	4,408,832	-1,591,168	Director
8-1-198(002)-1	WOODINVILLE	SR-202, Bottleneck Relief Project Phase 3 (RM 12)	Design	DE	342,759	0	Director
8-4-039(022)-1	YAKIMA COUNTY	Selah Loop Road	Audit	FV AD	2,060,999	-1	Director
Total UAP Change						-2,608,432	
UCP Program							
L-193(001)-1	CHEHALIS	Chamber of Commerce Way	Audit	CC FV AD	1,963,900	0	Director
L-197(007)-1	LACEY	Mullen Road	Bid Award	CN BA	1,683,545	-901,447	Director
-200(002)-1	NEWCASTLE	Coal Creek Parkway Corridor	Audit	CC AD	2,269,928	0	Director
-180(004)-1	YAKIMA	Lincoln Avenue Railroad Crossing	Bid Award	BA	3,000,000	0	Director
Total UCP Change						-901,447	
Total Change						-3,943,676	

PND - Pending	CC - Contract Completion
PD - Pre-design	FV - Final Voucher
DE - Design	AD - Audit
CN - Construction	WD - Withdrawn
BA - Bid Award	

# Thurston County

Yelm Highway - Henderson Blvd to Rich Rd

Contingency Restoration

**\$3,900,000**

**Request for Restoration of Funds - Staff Review**  
FY 2007 Urban Arterial Program (UAP)  
TIB Project 8-5-034(015)-1

Board Meeting Date: January 22, 2010  
Bid Award Target Date: March 2010

## Project Information

### Existing Conditions

Yelm Highway is a heavily traveled two-lane roadway with no pedestrian facilities.

### Proposed Improvements

Proposed improvements include widening the roadway to four through lanes with a two-way, left-turn lane. Other improvements include adding bike lanes, curb, gutter, and sidewalks on both sides.

## Funding Summary

	Original	Increase	New Total
TIB Funding	\$3,900,000	\$0	\$3,900,000
Lead Agency Funding	1,153,953	2,347,994	3,501,947
Public Funding	1,407,159	759,269	2,166,428
Private Funding	138,888	306,083	444,971
<b>Totals</b>	<b>\$6,600,000</b>	<b>\$3,413,346</b>	<b>\$10,013,346</b>

## Discussion

This project was placed on the contingency list at the June 2009 Board Meeting. To restore this project to active status requires Board action. The County requests that the Board restore the project to active status.

The Board selected this project as part of the Corridor Completion Initiative in November 2005. It completes the final gap in a critical east-west corridor and improves access to a rapidly growing area of Thurston County. It was originally scheduled to start construction spring 2007, but difficult right of way acquisition and a budget that increased by nearly 50% slowed the progress. In June 2009, the County had not completed right of way acquisition and did not have a commitment of full funding. The project was placed on the contingency list in June 2009.

TIB staff met with the county on January 5, 2010 to assess readiness and the following steps have been completed:

- ✓ The county certified all local funds are available
- ✓ Plans, Specs and Engineer's Estimate are complete and submitted to TIB
- ✓ Right of way has been certified
- ✓ All permits have been acquired
- ✓ All agency approvals are complete
- ✓ The bid package is complete and the project is ready to advertise in February 2010
- ✓ The project award will not be delayed and the project will be under construction within 120 days

The only step remaining to be accomplished is the obligation of federal construction funds. All documents have been submitted to WSDOT local programs and approval is anticipated prior to the January 21-22, 2010 TIB meeting.

- Obligation of federal funds

TIB staff completed a financial analysis with the demand for this project added into the financial model and determined there is sufficient financial capacity to recommend restoration of this project.

The county submitted the following project schedule:

Project advertisement: February 2, 2010

Contract Award: March 2, 2010

Construction Begins: April 5, 2010

Project Completion: November 15, 2011



## Request for Restoration of Funds Staff Review

FY 2006 Urban Arterial Program (UAP)

TIB Project 8-5-195(015)-1

Board Meeting Date: January 22, 2010  
Bid Authorization Target Date: March 2010

### Project Information

#### Existing Conditions

Harrison Avenue is a two-lane road serving as the only primary east-west arterial extending from SR 101 to downtown Olympia. The roadway is in poor condition and is heavily congested during peak hours. There are no pedestrian facilities or intersection access control measures.

#### Proposed Improvements

The project widens the intersection of Harrison Ave and Kaiser Road to provide a five-lane cross section and installs a warranted traffic signal. Stormwater improvements, street lighting, transit stops, planter strips, and sidewalks are also included.

### Funding Summary

	Original	Increase	New Total
TIB Funding	\$669,200	\$0	\$669,200
Lead Agency Funding	311,925	2,304,463	2,616,388
Public Funding	255,210	-93,655	161,555
Private Funding	0	0	0
<b>Totals</b>	<b>\$1,236,335</b>	<b>\$2,210,808</b>	<b>\$3,447,143</b>

### Discussion

This project was placed on the contingency list at the June 2009 Board Meeting. To restore this project to active status requires Board action. The city requests that the Board restore the project to active status.

The Board selected this project in November 2004. It was originally scheduled to start construction in spring 2006, but another segment of Harrison Avenue, from Kaiser Road to Yauger Way, was funded in November 2006 and the intersection project was delayed to improve economy of scale. In June 2009, the city had not completed right of way acquisition and did not have a commitment of full funding. Since June 2009, the city has formed a bonding package to fill the shortfall and acquire all right of way necessary to construction the project.

TIB staff met with the city on January 7, 2010 to assess readiness and the following steps have been completed:

- ✓ The city certified all local funds are available
- ✓ Plans, Specs and Engineer's Estimate are complete and submitted to TIB
- ✓ All permits have been acquired
- ✓ All agency approvals are complete
- ✓ The bid package is complete and the project is ready to advertise in February 2010
- ✓ The project award will not be delayed and the project will be under construction within 120 days

The only step remaining to be accomplished is the acquisition of two remaining parcels of right of way. Acquisition of these parcels is on the council agenda for January 19, 2010 prior to the January 21-22, 2010 TIB meeting.

- Certification of right of way

TIB staff completed a financial analysis with the demand for this project added into the financial model and determined there is sufficient financial capacity to recommend restoration of this project.

The city submitted the following project schedule:

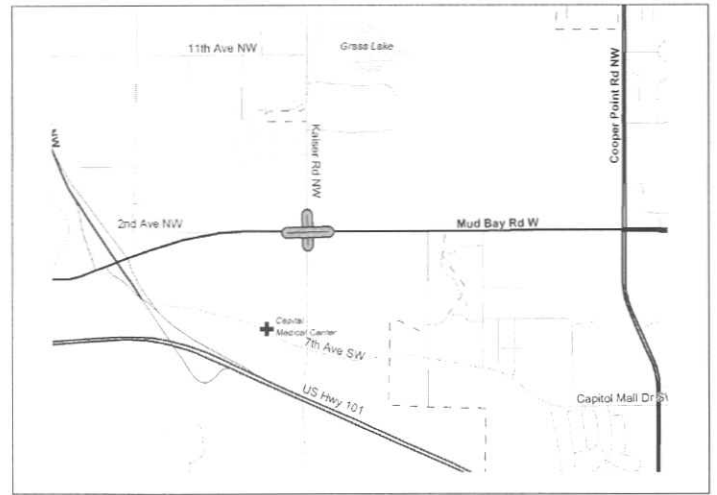
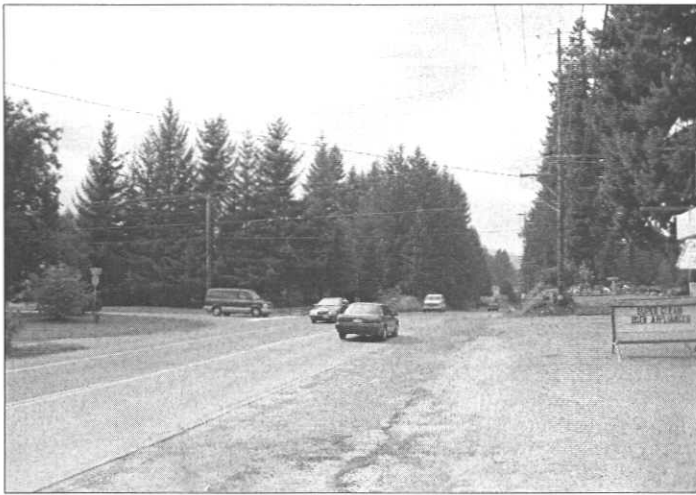
Project advertisement: February 10, 2010

Contract Award: March 16, 2010

Construction Begins: April 5, 2010

Project Completion: March 15, 2011





### ***Recommendation***

Staff recommends that the project be returned to active status, authorizing \$494,805 in TIB Funds for construction, providing the right of way acquisition has been approved as of January 21, 2010.



## **WAC Changes for Small City Match**

January 21, 2010

### **BACKGROUND**

At the September 2009 Board Meeting, the Board directed staff to draft rules incorporating the following discussion items:

1. Keep a formal city match program for cities under 5,000 population.
2. Set a dollar amount based on a percentage of an historical average of UATA funds used in match (funding cap).
3. Allow unallocated SCPP funds to go toward match funds, if the project meets preservation criteria.
4. Projects must be eligible for TIB funds and small cities would be required to complete an application for the matching funds.
5. Projects would be funded on a "first in/first out" basis up to the level set by item 2 above. HOWEVER the Board has the capacity to override the funding cap which may allow additional projects to receive match funds.
6. TIB funds are the provider of "last resort" (i.e. all other sources of local and state funds must be sought before applying for TIB matching funds).
7. BRAC match is eligible, but staff cannot approve the application without Board approval above a certain level (Staff recommends a threshold of \$200,000 of TIB funds).
8. Executive Director has the authority to approve administrative increases within WAC 479-01-060.

The small city federal matching funds are critical to the success of many of TIB's customers and should be consistent with Small City Arterial Program and Small City Preservation Program criteria.

### **STATUS**

The first draft of the changes to WAC 479-10 and 479-12 are on pages 30 through 68. A summary of changes is provided on the next page.

### **RECOMMENDATION**

No motion is necessary at this time, as this is the preliminary draft of WAC language. Board action may be necessary at the next meeting.

## **Summary of Changes to WAC 479-10 and 479-12**

### **WAC 479-10 Small City Preservation and Sidewalk Account Program**

#### **CHANGE SECTION**

**479-10-011 Programs funded from the small city pavement preservation and sidewalk account.**

Adds language for match funding.

#### **NEW SECTIONS**

479-10-170 Small city match funding eligibility and application

479-10-171 Restriction on use of small city match funding.

479-10-172 Small city match funding priority

479-10-173 If small city match funding is fully allocated.

479-10-174 Small city match funding increases.

### **WAC 479-12 Urban Arterial Trust Account Program**

#### **CHANGE SECTION**

**479-12-011 Programs funded from the urban arterial trust account.**

Added language to differentiate grant funding from match funding.

#### **Title changes – all add “grant” into title:**

479-12-211 479-12-241

479-12-221 479-12-251

479-12-231 479-12-261

#### **NEW SECTIONS**

479-12-215 Small city match funding allocation.

479-12-270 Small city match funding eligibility and application.

479-12-271 Restriction on use of small city match funding.

479-10-272 Small city match funding priority

479-10-273 If small city match funding is fully allocated.

479-12-274 Small city match funding increases

## Chapter 479-10 WAC

**SMALL CITY PAVEMENT PRESERVATION AND SIDEWALK ACCOUNT** Last Update:  
10/2/08WAC

- 479-10-005 Purpose and authority.
- 479-10-011 Programs funded from the small city pavement preservation and sidewalk account.
- 479-10-100 Intent of the small city preservation program.
- 479-10-110 Who is eligible for small city preservation program funds.
- 479-10-120 Projects that are eligible for small city preservation program funds.
- 479-10-121 Types of street system treatments allowed under small city preservation program.
- 479-10-122 Qualification for the small city preservation program--Pavement condition ratings.
- 479-10-130 Identification of funding requests for the small city preservation program.
- 479-10-140 Project selection for the small city preservation program.
- 479-10-150 Project phases for the small city preservation program.
- 479-10-160 City matching funds or services for small city preservation program.
- 479-10-170 Small city match funding eligibility and application.

WAC (1/20/10 1:59 PM~~1:54 PM~~)

- 479-10-171      Restriction on use of small city match funding.
- 479-10-172      Small city match funding priority.
- 479-10-173      If small city match funding is fully allocated
- 479-10-174      Small city match funding increases.
- 479-10-200      Intent of the city hardship assistance program.
- 479-10-210      Who is eligible for city hardship assistance  
program funds.
- 479-10-220      What routes are eligible for city hardship  
assistance program funds.
- 479-10-230      How to request city hardship assistance program  
funds.
- 479-10-240      Phases for city hardship assistance program.
- 479-10-250      Funding limitations for city hardship assistance  
program projects.
- 479-10-260      No match is required for city hardship assistance  
program projects.
- 479-10-270      Spending any residual amount of city hardship  
assistance program funds.

**WAC 479-10-005 Purpose and authority.** The board adopts reasonable rules necessary to administer the small city pavement preservation and sidewalk account pursuant to RCW 47.26.340, 47.26.345 and 47.26.164.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-005, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-011 Programs funded from the small city pavement preservation and sidewalk account.** The small city pavement preservation and sidewalk account funds ~~both the:~~

1. ~~Small city preservation program and the city hardship assistance program.~~ if funds are available, to be used on a project by project basis for the small cities to match federal funding provided for local government federal aid of transportation, on a first come/first served basis.
2. City hardship assistance program.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-011, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-100 Intent of the small city preservation program.** The intent of the small city preservation program is to provide funding for small cities to provide proper pavement management and extend infrastructure longevity.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-100, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-110 Who is eligible for small city preservation program funds.** Agencies eligible to receive small city pavement program funding are incorporated cities with a population less than five thousand.

| WAC (1/20/10 1:59 PM~~1:54 PM~~)

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-110, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-120 Projects that are eligible for small city preservation program funds.** Eligible roadway and sidewalk projects are those that maintain, repair, and/or resurface the existing infrastructure that is municipally owned and appropriate under Article II Section 40, 18th Amendment of the Washington state Constitution.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-120, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-121 Types of street system treatments allowed under small city preservation program.** The type of treatment will be based on the pavement condition rating, treatment types available in the area, and concurrence by the local agency. Treatments may include crack sealing, patching, ditching, chip sealing, overlay, cold in place recycling of roadway, or other treatment as deemed cost effective and/or necessary by TIB staff.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-121, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-122 Qualification for the small city preservation program--Pavement condition ratings.** To qualify for funding in the current program year, a city's pavement condition rating must be less than four years old on or by the application date.

For the cities' convenience, TIB staff will conduct all pavement condition ratings on a rotational basis every four years. If the city maintains their own pavement condition rating, the methods used for scoring must comply with TIB's methodology. If scores submitted by the city are substantially different than the TIB pavement scores, the difference will be resolved through an on-site review coordinated between TIB and city staff.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-122, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-130 Identification of funding requests for the small city preservation program.** To be considered for a project under the small city preservation program, an eligible agency may submit a funding application in response to either a standard TIB call for projects or identification and notification by TIB staff based on other opportunities available in the area to decrease material or labor costs associated with project delivery.

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[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-130, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-140 Project selection for the small city preservation program.** Projects may be selected by the board or the executive director based on need, economy of scale opportunities, and criteria listed in RCW 47.26.345.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-140, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-150 Project phases for the small city preservation program.** Small city preservation program projects will have three phases. Each phase will require specific documentation as described below and each phase must be approved before the applicant agency is eligible to receive the related funding:

(1) Application phase - The city shall submit an application form as well as documentation showing route and treatment plan.

(2) Design and construction phase - TIB will provide documents for the city to sign and return. The city must submit the following agreements where utilized:

(a) Fuel tax agreement (except if services are provided by WSDOT).

(b) Rights of entry agreement (if applicable).

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(c) Consultant agreement (if applicable).

If pavement services will be provided through WSDOT, TIB will maintain the task order agreement and subsequent amendments.

(3) Project closeout phase - All necessary project cost documentation must be received prior to final payment.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-150, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-160 City matching funds or services for small city preservation program.** The board will consider a city's ability to provide matching funds or in-kind services when allocating funds under this program. Cash or in-kind match may be provided by the local agency in the form of:

(1) Cash match based on ability to contribute:

(a) If the city assessed valuation is greater than five hundred million, a match of ten percent will be contributed.

(b) If the city assessed valuation is from one hundred million to five hundred million, a five percent match will be contributed.

(2) If the city assessed valuation is under one hundred million, no cash match is necessary.

(3) Match is not expected or accepted if the construction services will be provided to the city by WSDOT.

(4) All in-kind contributions must relate directly to the project and are limited to time, material, or real property

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donated to the agency to fulfill project requirements. In-kind match may include:

(a) Community involvement including volunteer participation.

(b) City force labor, materials, and/or equipment (excluding costs incurred for qualification in WAC 479-10-122 or application for funds).

(c) Other street beautification.

(d) In-kind match must be documented with labor reports, equipment reports, receipts, and/or citizen volunteer time with hourly rate (not to exceed fifteen dollars per hour).

(e) Contributions of overhead, per diem, travel expenses, time spent at advisory groups or meetings, or time from individuals receiving compensation through the grant will not be accepted as in-kind match.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-160, filed 10/2/08, effective 11/2/08.]

#### NEW SECTION

479-10-170 Small city match funding eligibility and application. Cities may request matching funds for projects that meet TIB eligibility requirements for small city preservation program funding through the proscribed application.

#### NEW SECTION

WAC 479-10-171 Restriction on use of small city match funding. Match funds are only for transportation projects  
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funded through federal transportation grants. All other local funding sources must be sought before applying for match funds from TIB.

#### **NEW SECTION**

**479-10-172 Small city match funding priority.** If funds are available after small city preservation program projects are funded, match funds may be committed to eligible projects. The priority for funding is in the order in which the applications are received until the remaining funds are fully allocated.

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#### **NEW SECTION**

**479-10-173 If small city match funding is fully allocated.** If an eligible application is received after all of the funding is allocated, the local agency may seek board approval for funding at the next scheduled board meeting from the notice of denial from TIB staff. The notice of denial may be in the form of an e-mail or letter.

#### **NEW SECTION**

**479-10-174 Small city match funding increases.** Increases in match funding for chosen projects may be made within the Executive Director's authority in WAC 479-01-060.

**WAC 479-10-200 Intent of the city hardship assistance program.** The city hardship assistance program provides rehabilitation and maintenance funds for eligible routes  
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pursuant to RCW 47.26.164.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-200, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-210 Who is eligible for city hardship assistance program funds.** Eligible cities are those with a population of twenty thousand or less with a net gain in cost responsibility due to a road jurisdictional transfer.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-210, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-220 What routes are eligible for city hardship assistance program funds.** The following routes are eligible to receive city hardship assistance funds for maintenance:

(1) Clarkston, Old SR 128, 0.13 Miles, SR 12 to Poplar Street;

(2) Kelso, Old SR 431, 0.90 Miles, SR 5 to Cowlitz Way; Old I-5, 1.20 Miles, north end of Coweeman River Bridge to 2,480 feet south of Haussler Road and those sections of Kelso Drive, Minor Road, Grade Street and Kelso Avenue referred to in the memorandum of understanding for this turn back, approximately 2.7 miles;

(3) Leavenworth, Old SR 209, 0.11 Miles, SR 2 to 260 feet north of Fir Street;

(4) Milton, Old SR 514, 2.46 Miles, Junction SR 99 to 50

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feet west of SR 161;

(5) Napavine, Old SR 603, 0.79 Miles, 810 feet southwest of Lincoln Street to 8th Avenue West;

(6) Pomeroy, Old SR 128, 0.72 Miles, SR 12 to 2,690 feet south of Arlington Avenue;

(7) Sequim, Washington Avenue - Simdars Road to Sunnyside Avenue and 3rd Avenue to 9th Avenue;

(8) Skykomish, Old SR 2 Spur, 0.16 Miles, SR 2 to Railroad Avenue;

(9) Stanwood, Old SR 530, 1.59 Miles, 790 feet north of 86th Drive NW to 740 feet northwest of 72nd Avenue NW;

(10) Toledo, Old SR 505, 0.12 Miles, Fifth Street to 210 feet northwest of Sixth Street;

(11) Toppenish, Old SR 220, 0.27 Miles, Junction SR 22 to 630 feet east of Linden Road;

(12) Vader, Old SR 411, 0.25 Miles, 520 feet south of SR 506 to 1,840 feet south of SR 506;

(13) Washougal, Old SR 140, 0.70 Miles, SR 14 to west end of Washougal River Bridge;

(14) Winlock, Old SR 603, 0.61 Miles, Walnut Street to 160 feet south of Olequa Creek Bridge.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-220, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-230 How to request city hardship assistance program funds.** To request funding for eligible routes, the city  
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should submit a letter of application including a treatment plan and cost estimate for the project. The request will be due by August 31st of the year prior to treatment, unless otherwise authorized by the executive director.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-230, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-240 Phases for city hardship assistance program.** City hardship assistance program projects will have the following phases:

(1) Application phase - Letter of application including the treatment plan and cost estimate submitted under WAC 479-10-230.

(2) Design and construction phase - Documents that must be received prior to phase approval:

(a) Fuel tax agreement or WSDOT task order agreement.

(b) Consultant agreement (if applicable).

(3) Project closeout phase - Project cost documentation must be received prior to final payment.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-240, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-250 Funding limitations for city hardship assistance program projects.** Funding is to be used for maintenance and rehabilitation of existing facilities and not

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for adding additional capacity or facilities.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-250, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-260 No match is required for city hardship assistance program projects.** There is no local agency matching funds requirement for city hardship assistance program projects.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-260, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-270 Spending any residual amount of city hardship assistance program funds.** Any residual funds remaining at the end of the biennium will be spent on small city preservation program projects.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-270, filed 10/2/08, effective 11/2/08.]



## Chapter 479-12 WAC

URBAN ARTERIAL TRUST ACCOUNT PROJECTS Last Update: 8/30/07 WAC

- 479-12-005 Purpose and authority.
- 479-12-006 Previously funded projects.
- 479-12-011 Programs funded from the urban arterial trust account.
- 479-12-111 Who is eligible to receive urban arterial program funding.
- 479-12-121 What projects are eligible for urban arterial program funding.
- 479-12-131 Award criteria for the urban arterial program.
- 479-12-141 Regions of the urban arterial program.
- 479-12-151 Funding distribution formula for the urban arterial program.
- 479-12-161 Matching requirement for the urban arterial program.
- 479-12-211 Who is eligible to receive small city arterial program grant funding.
- 479-12-215 Small city match funding allocation
- 479-12-221 What projects are eligible for small city arterial program grant funding.
- 479-12-231 Award criteria for the small city arterial program grants.
- 479-12-241 Regions of the small city arterial program grants.
- 479-12-251 Funding distribution formula for the small city arterial program grants.

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- 479-12-261      Matching requirement for the small city arterial program grants.
- 479-12-270      Small city match funding eligibility and application.
- 479-12-271      Restriction on use of small city match funding.
- 479-12-272      Small city match funding priority
- 479-12-273      If small city match funding is fully allocated.
- 479-12-274      Small city match funding increases.
- 479-12-402      Sidewalk program subprograms.
- 479-12-411      Who is eligible to receive sidewalk program funding.
- 479-12-421      What projects are eligible for sidewalk program funding.
- 479-12-431      Award criteria for the sidewalk program.
- 479-12-441      Regions of the sidewalk program.
- 479-12-451      Distribution formula for the sidewalk program.
- 479-12-461      Matching requirement for the sidewalk program.
- 479-12-500      Sidewalk deviation authority for urban arterial program and small city arterial program.

**DISPOSITION OF SECTIONS FORMERLY  
CODIFIED IN THIS CHAPTER**

479-12-008 Definitions.    [Statutory Authority:    Chapters 47.26 and 47.66 RCW.    99-24-038,    § 479-12-008,    filed 11/23/99,    effective 12/24/99.    Statutory Authority: RCW 4.26.086, 47.26.080 and 82.44.180.    96-04-015,    § 479-12-008,    filed 1/29/96,    effective 2/29/96.    Statutory Authority:    1995 c 269 § 2601.    95-22-056,    § 479-12-008,    filed 10/30/95,    effective 11/30/95.

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Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-008, filed 1/30/95, effective 3/2/95.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-010 Data to be submitted on proposed projects. [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-010, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-12-010, filed 5/10/90, effective 6/10/90; Order 458, § 479-12-010, filed 9/16/77; Order 290, § 479-12-010, filed 7/23/73; Order 170, § 479-12-010, filed 3/19/71; Order 63, § 479-12-010, filed 9/10/68; Resolution No. 14, filed 10/11/67.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.

479-12-020 Time and place for submission of proposed urban arterial trust account projects. [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-020, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-12-020, filed 5/10/90, effective 6/10/90; 79-08-139 (Order 79-01, Resolution Nos. 596, 597, 598), § 479-12-020, filed 8/1/79; Order 459, § 479-12-020, filed 9/16/77; Order 290, § 479-12-020, filed 7/23/73; Order 172, § 479-12-020, filed 4/28/71; Order 94, § 479-12-020, filed 5/23/69; Order 27, § 479-12-020, filed 11/8/67; Resolution No. 7, filed 9/12/67.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters

47.26 and 47.66 RCW.

479-12-100 Intent of the arterial improvement program.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-100, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-110 Priority criteria for arterial improvement program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-110, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-120 Establishing regions for arterial improvement program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-120, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-130 Apportionment of funds to arterial improvement program regions. [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-12-130, filed 9/21/04, effective 10/22/04. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-130, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-140 Eligible arterial improvement program projects.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-140, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-150 Matching ratios for arterial improvement program projects. [Statutory Authority: Chapter 47.26 RCW. 05-05-004, § 479-12-150, filed 2/4/05, effective 3/7/05. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-150, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-200 Intent of the small city program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-200, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-210 Priority criteria for small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-210, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-220 Establishing regions for small city program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-220, filed 11/23/99, effective

12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-230 Apportionment of funds to small city program regions. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-230, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-240 Eligible small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-240, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-250 Matching requirements for small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-250, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-260 Increases in small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-260, filed 11/23/99, effective 12/24/99.] Repealed by 03-16-077, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapter 47.26 RCW.

479-12-300 Intent of the city hardship assistance program.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-300, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-310 Priority criteria for city hardship assistance program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-310, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-340 Eligible city hardship assistance program agencies or streets. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-340, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-350 Matching ratios for city hardship assistance program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-350, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-360 Allowable city hardship assistance program activities. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-360, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter

47.26 RCW.

479-12-370 City hardship assistance program participation with other funds. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-370, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-400 Intent of pedestrian safety and mobility program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-400, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-410 Priority criteria for pedestrian safety and mobility projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-410, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-420 Establishing regions for the pedestrian safety and mobility program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-420, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-430 Apportionment of funds to pedestrian safety and mobility program regions. [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-12-430, filed



9/21/04, effective 10/22/04; 03-16-077, § 479-12-430, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-430, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-12-440 Eligible pedestrian safety and mobility projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-440, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

**WAC 479-12-005 Purpose and authority.** The transportation improvement board adopts reasonable rules necessary to implement the urban arterial trust account.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-005, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-005, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-005, filed 1/30/95, effective 3/2/95.]

**WAC 479-12-006 Previously funded projects.** Projects are not eligible to compete for funding within the termini limits of a previously funded project for a period of ten years from contract completion. A project that is divided into multiple phases or stages is not considered a previously funded project.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-006, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-011 Programs funded from the urban arterial trust account.** The urban arterial trust account funds the following programs:

(1) The urban arterial program;

(2) The small city arterial program:~~—and~~

(a) Grants

(b) Match funding

(3) The sidewalk programs:

(a) Urban sidewalk program;

(b) Small city sidewalk program.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-011, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-011, filed 11/23/99, effective 12/24/99.]

**WAC 479-12-111 Who is eligible to receive urban arterial program funding.** Agencies eligible to receive urban arterial program funds are:

(1) Incorporated cities with a population of five thousand or greater.

(2) Incorporated cities with a population less than five thousand which are located in a federal urban area.

(3) Counties with a federally designated urban area.

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Generally, the eligible agency will be designated as the project lead. However, the executive director may designate another agency as lead in the best interest of project completion or for convenience to both parties.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-111, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-121 What projects are eligible for urban arterial program funding.** Eligible projects are improvements located on a route with an urban federal functional classification.

Any urban street that is not functionally classified at the time of award must obtain functional classification prior to approval to expend board funds.

For the urban arterial program, sidewalks are required on both sides of the roadway unless a sidewalk deviation is granted by the executive director or board through WAC 479-12-500.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-121, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-131 Award criteria for the urban arterial program.** The board establishes the following criteria for use in evaluating urban arterial program grant applications:

(1) Safety improvements - addresses accident reduction, eliminates roadway hazards, and corrects roadway deficiencies.

(2) Mobility improvements - improves level of service,

improves access to generators, and connects urban street networks.

(3) Pavement condition - replaces or rehabilitates street surfaces and structural deficiencies.

(4) Mode accessibility - provides additional high occupancy vehicle lanes, bus volume, or nonmotorized facilities.

(5) Local support - demonstrates initiative to achieve full funding and project completion.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-131, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-141 Regions of the urban arterial program.** The board allocates urban arterial program funding across five regions to ensure statewide distribution of funds. The five regions are as follows:

(1) Puget Sound region includes eligible agencies within King, Pierce, and Snohomish counties.

(2) Northwest region includes eligible agencies within Clallam, Island, Jefferson, Kitsap, San Juan, Skagit, and Whatcom counties.

(3) Northeast region includes eligible agencies within Adams, Chelan, Douglas, Ferry, Grant, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, and Whitman counties.

(4) Southeast region includes eligible agencies within Asotin, Benton, Columbia, Franklin, Garfield, Kittitas, Klickitat, Walla Walla, and Yakima counties.

(5) Southwest includes eligible agencies within Clark,

Cowlitz, Grays Harbor, Lewis, Mason, Pacific, Skamania, Thurston, and Wahkiakum counties.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-141, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-151 Funding distribution formula for the urban arterial program.** The statewide distribution of urban arterial program funds is allocated between regions according to the following formula:

The average of the ratios of region urban area population (RUP) divided by statewide urban population (SUP) plus the region functionally classified lane miles within the urban area (RFC) divided by statewide functionally classified lane miles within urban areas (SFC).

The equation is as follows:

$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

The board may adjust the regional allocation by plus or minus five percent to fully fund the approved list of regional projects. When requested by the board, TIB staff will update the regional allocation to ensure equitable distribution of funds.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-151, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-161 Matching requirement for the urban arterial program.** The urban arterial program provides funding which will

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be matched by other funds as follows:

(1) For cities:

(a) If the city valuation is under \$1.0 billion, the matching rate is ten percent of total project costs.

(b) If the city valuation is \$1.0 billion to \$2.5 billion, the rate is fifteen percent of total project costs.

(c) If the city valuation is over \$2.5 billion, the rate is twenty percent of total project costs.

(2) For counties:

(a) If the road levy valuation is under \$3.0 billion, the rate is ten percent of total project costs.

(b) If the road levy valuation is between \$3.0 billion to \$10.0 billion, the rate is fifteen percent of total project costs.

(c) If the road levy valuation is over \$10.0 billion, the rate is twenty percent of total project costs.

The board uses the current valuations from the department of revenue.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-161, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-211 Who is eligible to receive small city arterial program grant funding.** An eligible agency is an incorporated city or town that has a population of less than five thousand.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-211, filed 8/30/07, effective 9/30/07.]

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**NEW SECTION**

**WAC 479-12-215 Small city match funding allocation**

Within the small city arterial program, ten percent of the annual allocation shall be portioned as an amount available for small cities to match federal funding provided for local government federal aid of transportation, on a first come/first served basis.

**WAC 479-12-221 What projects are eligible for small city arterial program grant funding.** To be eligible for funding, a proposed project must improve an arterial that meets at least one of the following standards:

- (1) Serves as a logical extension of a county arterial or state highway through the city; or
- (2) Acts as a bypass or truck route to relieve the central core area; or
- (3) Serves as a route providing access to local facilities such as:
  - (a) Schools;
  - (b) Medical facilities;
  - (c) Social centers;
  - (d) Recreational areas;
  - (e) Commercial centers;
  - (f) Industrial sites.

Sidewalks are required on one side of the roadway unless a deviation is granted under WAC 479-12-500.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-221, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-231 Award criteria for the small city arterial program grants.** The board establishes the following criteria for

use in evaluating small city arterial program grant applications:

(1) Safety improvement - projects that address accident reduction, hazard elimination, and roadway deficiencies.

(2) Pavement condition - replaces or rehabilitates street surfaces and structural deficiencies.

(3) Local support - projects that improve network development and address community needs.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-231, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-241 Regions of the small city arterial program grants.** The board allocates small city arterial program funding across three regions to ensure statewide distribution of funds. The three regions are as follows:

(1) Puget Sound region includes eligible agencies within King, Pierce, and Snohomish counties.

(2) East region includes eligible agencies within Adams, Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman, and Yakima counties.

(3) West region includes eligible agencies within Clallam, Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit, Skamania, Thurston, Wahkiakum, and Whatcom counties.



[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-241, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-251 Funding distribution formula for the small city arterial program grants.** The statewide distribution of small city arterial program funds is allocated between regions according to the following formula:

Region small city population divided by statewide small city population.

The board may adjust the regional allocation by plus or minus five percent to fully fund the approved list of regional projects. When requested by the board, staff will update the regional allocations to ensure equitable distribution of funds.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-251, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-261 Matching requirement for the small city arterial program grants.** There is no match requirement for cities with a population of five hundred or less. Cities with a population over five hundred must provide a minimum match of five percent of the total project cost.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-261, filed 8/30/07, effective 9/30/07.]

#### **NEW SECTION**

**WAC 479-12-270 Small city match funding eligibility and application.** Cities with a population under 5,000 may request

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matching funds for projects that meet TIB eligibility requirements for small city arterial program as enumerated in WAC 479-12-221,. An application as proscribed by TIB is required to apply for match funding.

**NEW SECTION**

WAC 479-12-271 Restriction on use of small city match funding. Match funds are only for transportation projects funded through federal transportation grants. All other local funding sources must be sought before applying for match funds from TIB.

**NEW SECTION**

WAC 479-12-272 Small city match funding priority. The priority for funding match applications is the order received.

**NEW SECTION**

WAC 479-12-273 If small city match funding is fully allocated. If an eligible application is received after all of the apportioned funding is committed, TIB may use small city preservation program funds as described in WAC 479-10-011 and 479-10-170 through 479-10-174. If all SCAP and SCPP funds are committed, the local agency may present their project to the board at the next scheduled board meeting after receiving the notice of denial from TIB staff. The notice of denial may be in the form of an e-mail or letter.

**NEW SECTION**

WAC 479-12-274 Small city match funding increases.

Increases in match funding for chosen projects may be made within the Executive Director's authority in WAC 479-01-060.

**WAC 479-12-402 Sidewalk program subprograms.** In order to provide equity for project grant funding, the sidewalk program is divided into the urban sidewalk program and the small city sidewalk program.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-402, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-411 Who is eligible to receive sidewalk program funding.** Each of the subprograms has separate criteria for agency eligibility as follows:

(1) Urban sidewalk program agency eligibility:

(a) Incorporated cities with a population of five thousand and over.

(b) Incorporated cities with a population less than five thousand which are located within a federally designated urban area.

(c) Counties with a federally designated urban area.

(2) Small city sidewalk program agency eligibility:

Incorporated cities with a population under five thousand.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-411, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-421 What projects are eligible for sidewalk program funding.** Minimum project requirements for each

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subprogram are as follows:

(1) Urban sidewalk program project eligibility:

(a) Must be on or related to a functionally classified route; and

(b) Primary purpose of the project is transportation and not recreation.

(2) Small city sidewalk program project eligibility:

(a) The project must be located on or related to a street within the TIB designated arterial system; and

(b) Primary purpose of the project is transportation and not recreation.

For both of the subprograms, TIB does not participate in the cost for right of way acquisitions.

For the urban sidewalk program, TIB does not provide funding increases.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-421, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-431 Award criteria for the sidewalk program.**

The board establishes the following criteria for use in evaluating sidewalk program grant applications for both urban and small city sidewalk projects:

(1) Safety improvement - projects that address hazard mitigation and accident reduction.

(2) Pedestrian access - projects that improve or provide access to facilities including:

(a) Schools;

(b) Public buildings;

- (c) Central business districts;
- (d) Medical facilities;
- (e) Activity centers;
- (f) High density housing (including senior housing);
- (g) Transit facilities;
- (h) Completes or extends existing sidewalks.

(3) Local support - addresses local needs and is supported by the local community.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-431, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-441 Regions of the sidewalk program.** The board allocates sidewalk program funding across three regions to ensure statewide distribution of funds. The three regions are as follows:

(1) Puget Sound region includes eligible agencies within King, Pierce, and Snohomish counties.

(2) East region includes eligible agencies within Adams, Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman, and Yakima counties.

(3) West region includes eligible agencies within Clallam, Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit, Skamania, Thurston, Wahkiakum, and Whatcom counties.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-

441, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-451 Distribution formula for the sidewalk program.** For the purpose of allocating funds, the sidewalk program is divided into two subprograms, the urban sidewalk program and the small city sidewalk program. The distribution formulas are as follows:

(1) Urban sidewalk program - the average of the ratios of region urban area population (RUP) divided by statewide urban population (SUP) plus region functionally classified lane miles within the urban area (RFC) divided by statewide functionally classified lane miles within urban areas (SFC).

The equation is as follows:

$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

(2) Small city sidewalk program - region small city population divided by statewide small city population.

For either program, the board may adjust regional allocations by plus or minus five percent to fully fund the approved list of regional projects. When requested by the board, staff will update the regional allocations to ensure equitable distribution of funds.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-451, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-461 Matching requirement for the sidewalk program.** The sidewalk program provides funding which will be

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matched by other funds as follows:

(1) The urban sidewalk program requires a match of at least twenty percent of total project costs.

(2) Small city sidewalk program matching rates are dependent on the city population as follows:

(a) Cities with a population of five hundred and below are not required to provide matching funds.

(b) Cities with a population over five hundred but less than five thousand, require a match of at least five percent of the total project costs.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-461, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-500 Sidewalk deviation authority for urban arterial program and small city arterial program.** The transportation improvement board recognizes the need for pedestrian facilities on arterial roadways and has required that sidewalks be provided under the urban arterial program and small city arterial program. A sidewalk deviation may be requested by the lead agency and may be granted under the following authorities:

(1) The executive director has administrative authority to grant sidewalk deviations as follows:

(a) On one side if the roadway is a frontage road immediately adjacent to a limited access route;

(b) On one side if the roadway is immediately adjacent to a railroad or other facility considered dangerous to pedestrians;

(c) On both sides if the roadway is a ramp providing access

to a limited access route; or

(d) On both sides of a designated limited access facility  
if:

(i) Route is signed to prohibit pedestrians; or

(ii) Pedestrian facilities are provided on an adjacent  
parallel route.

(2) All other sidewalk deviation requests require board  
action.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-  
500, filed 8/30/07, effective 9/30/07.]